Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (Canceled).

Claim 2 (Currently Amended): ~~Drive~~ The drive joint according to claim ~~1~~ 12, wherein the outer hub is configured as a deformation element.

Claim 3 (Currently Amended): ~~Drive~~ The drive joint according to claim ~~1~~ 12, wherein the outer hub is configured in such a manner that if a predetermined axial force on the drive shaft is exceeded, it allows disengagement of the inner hub from the outer hub, with plastic and/or elastic deformation.

Claim 4 (Currently Amended): ~~Drive~~ The drive joint according to claim ~~1~~ 12, wherein several raceways assigned to one

another are provided in the inner hub and the outer hub, in which balls are accommodated to transfer torque, and ~~that~~ wherein a series of raceways of the inner hub runs at a slant to the axis of the inner hub, and is configured in such a manner that the raceways of the inner hub can be plastically and/or elastically deformed when the inner hub and the outer hub disengage, by means of the balls, at least at their drive-side end.

Claim 5 (Currently Amended): ~~Drive~~ The drive joint according to claim ~~1~~ 12, wherein the inner hub has an inner insertion gearing oriented coaxially to the axis of the inner hub, for accommodating an outer insertion gearing of one of the shaft sub-sections.

Claim 6 (Currently Amended): ~~Drive~~ The drive joint according to claim ~~1~~ 12, wherein the inner hub has a ring groove on its drive-side end, as an assembly aid.

Claim 7 (Currently Amended): ~~Drive~~ The drive joint according to claim ~~1~~ 12, wherein the joint has a weld flange for

attachment to at least one of the shaft sub-sections on its drive-side and/or power-take-off-side end.

Claim 8 (Currently Amended): ~~Drive~~ The drive joint according to claim 7, wherein the outer hub has a carrier housing having an accommodation region for the outer hub assigned to it, and that a lid is wedged in between the accommodation region for the outer hub and the weld flange, on the inside of the carrier housing.

Claim 9 (Original): Drive joint that has a drive-side end and a power-take-off-side end, having

- an inner hub that has an inner hub axis and an outer contour, in which first inner running grooves and second inner running grooves are disposed, distributed alternately about the inner hub axis, whereby the first inner running grooves run proceeding from the drive-side end in the direction of the power-take-off-side end, and their groove root moves away from the inner hub axis as this happens, and whereby the second inner

running grooves run proceeding from the power-take-off-side end in the direction of the drive-side end, and their groove root moves away from the inner hub axis as this happens,

- an outer hub that has an outer hub axis and an inner contour, in which first outer running grooves and second outer running grooves are disposed, distributed alternately about the outer hub axis, and the first inner running grooves lie opposite first outer running grooves, and the second inner running grooves lie opposite second outer running grooves, in each instance, and form a pair with them, in each instance, whereby the first outer running grooves run proceeding from the drive-side end in the direction of the power-take-off-side end, and their groove root approaches the outer hub axis as this happens, and whereby the second outer running grooves run proceeding from the power-take-off-side end in the direction of the drive-side end, and their groove root approaches the outer hub axis as this happens,

- a ring-shaped cage having a spherical outer surface, which is disposed between the inner hub and the outer hub, and has

radial windows, in accordance with the number of running groove pairs, in which balls that engage in the running grooves are guided, and whereby the cage is guided to be centered in the outer hub,

- first introduction contours provided in the inner surface of the outer hub, which are disposed on both sides of the first outer running grooves and make a transition, from the drive-side end, at a diameter that at least approximately corresponds to the outside diameter of the cage, at least approximately after half the axial length of the outer hub, into first cage centering surfaces that run at an incline in the direction of the cage axis, and are configured to be ball-shaped, in accordance with the spherically shaped contact surfaces of the cage,

- second introduction contours provided in the inner surface of the outer hub, which are disposed on both sides of the second outer running grooves and make a transition, from the power-take-off-side end, at a diameter that at least approximately corresponds to the outside diameter of the cage, at least

approximately after half the axial length of the outer hub, into second cage centering surfaces that run at an incline in the direction of the cage axis, and are configured to be ball-shaped, in accordance with the spherically shaped contact surfaces of the cage,

whereby centering of the cage takes place exclusively in the outer hub, and centering of the inner hub relative to the outer hub takes place exclusively by way of the balls.

Claim 10 (Currently Amended): ~~Drive~~ The drive joint according to claim ~~1~~ 12, wherein at least the contour of the second inner running grooves, and/or the contour of the first cage centering surfaces of the outer hub, and/or the contour of the spherical outer surface of the cage, and/or the elasticity of the outer hub, are coordinated with one another in such a way that radial widening is made possible at least in the region of the second outer running grooves, by way of the balls of the second row that are displaced radially outward.

Claim 11 (Currently Amended): Drive joint for a motor vehicle, which can be connected with a first shaft sub-section and a second shaft sub-section, whereby the drive joint has an outer joint part and an inner joint part disposed axially within the former, in which ball raceways are formed on the inside of the outer joint part and on the outside of the inner joint part, and in which balls are disposed in the ball raceways and spaced apart from one another by means of a ball cage, wherein the joint is designed such that when a certain axial force in the direction of one shaft sub-section towards the other shaft sub-section is exceeded, the joint parts disengage, wherein ridges that point radially inward are formed between the ball raceways of the outer joint part, which are shaped and dimensioned in such a manner that the ball cage remains geometrically and mechanically intact, to a great extent, after disengagement of the joint parts, if an axial force that leads to the inner joint part and the outer joint part being pushed into one another is exceeded.

Claim 12 (New): A drive joint for permitting a rotationally and axially fixed connection between a first and a second shaft sub-section of a drive shaft, said connection allowing a limited angular displacement, said drive joint comprising:

(a) an inner hub as an inner joint part;

(b) an outer hub as an outer joint part; and

(c) a torque transfer mechanism between said inner hub and said outer hub as additional joint parts;

wherein when a certain axial force in the direction of one shaft sub-section towards the other shaft sub-section is exceeded, the joint parts disengage.